

*copy*

CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF Howard C. Wright, City Attorney

DATE January 19, 1982

DEPARTMENT Law Department

Re: Outstanding Claim for Gasoline Leak into Sanitary Sewer System  
Wayne Barclay, 1022 S. Glenstone

Attached please find billing data together with correspondence regarding this claim. To date we have not received any payment for this account. Would you please assist us in collection on this bill.

If you have any questions concerning this matter, please let me know.

/cc

Attachments

SIGNED

Robert R. Schaefer, P.E.  
Superintendent of Sanitary Service

SEP 22 1981

September 21, 1981

Thomas A. Diamond, Adjuster  
The Western Insurance Companies  
Box 1216, S.S.S.  
Springfield, MO 65805

Re: Insured: Wayne Barclay DBA Barclay Service Station  
Place of Accident: 1022 S. Glenstone  
Date of Accident: 5/28/81  
Claim No: CL 199515 SPMO

Dear Mr. Diamond:

I have received your letter dated September 18, 1981, regarding the City's charges for gasoline spill into City sewers from the Wayne Barclay Service Station. I will be available to discuss this matter with you and I would suggest Wednesday, October 7, at 1:00 o'clock p.m., at my office, Room 210 City Hall. If the time and place is not agreeable to you, please let me know.

Very truly yours,



Robert R. Schaefer, P.E.  
Superintendent of Sanitary Services

RRS:cc

ccs: Dwight Rahmeyer, Legal Department  
Henry M. Cole, P.E., Sanitary Engineer ✓

1022 S. Glenstone

August 11, 1981

C  
O  
P  
Y  
Mr. Wayne Barclay  
Barclay's Skelly Service  
1022 S. Glenstone  
Springfield, Missouri 65804

Dear Mr. Barclay:

Please be advised that between May 28, 1981 to June 24, 1981, personnel from the City of Springfield, Water Pollution Control Section, Surveillance and Enforcement Branch, responded to a gasoline spill within the corporate limits of this City. The spillage was apparently caused by a faulty service line between your storage tanks and your dispenser, which resulted in a discharge to the sanitary sewer.

The ordinances of the City provide for recovery of the costs involved in abatement of a violation under emergency conditions. Payment of those costs should be made to the Director of Finance, City of Springfield, Missouri and sent to:

City Hall, Room 210  
830 Boonville  
Springfield, Missouri 65802  
Attention: Mr. Robert R. Schaefer, P.E.

Attached to this letter, please find a detailed explanation of the costs involved, and a copy of Chapter 30 of the Springfield City Code. If you have any questions, please feel free to call.

Sincerely,

Robert R. Schaefer, P.E.  
Superintendent of Sanitary Services

RRS:js  
Enclosures

cc: Mr. Howard Wright, City Attorney  
Mr. Fred Fantauzzi, Director of Finance  
Mr. John Nixon, Regional Administrator, Department of Natural Resources

1022 S. Glenstone

COSTS FOR GASOLINE SPILL

Re: Barclay's Service Station  
1022 S. Glenstone

LABOR

Surveillance & Enforcement	\$ 383.78
Service Center (Night crews)	434.36
Sewer Maintenance	<u>292.23</u>
	\$1,110.37

MILEAGE

P2-24	\$ 14.72
T3-48 (Days)	35.20
T3-48	<u>29.44</u>
	\$ 79.36

EQUIPMENT RATES @ \$12.25/hr. for T3-48

Days	\$ 183.75
Nights	<u>281.75</u>
	\$ 465.50

TOTAL BILL ..... \$1,655.23

1022 S. Glenstone

## RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED—  
NOT FOR INTERNATIONAL MAIL  
(See Reverse)

SENT TO				POSTAGE \$  CERTIFIED FEE \$  SPECIAL DELIVERY \$ RESTRICTED DELIVERY \$  SHOW TO WHOM AND DATE DELIVERED \$  SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY \$  SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY \$  SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY \$  TOTAL POSTAGE AND FEES \$  POSTMARK OR DATE
Wayne Barclay				
STREET AND NO.				
1022 S. Glenstone				
P.O., STATE AND ZIP CODE				
Spfd. No 695804				
POSTAGE				
CONSULT POSTMASTER FOR FEES				
OPTIONAL SERVICES				
RETURN RECEIPT SERVICE				

P04 9037030

☆GPO: 1977-0-249-695

● SENDER: Complete items 1, 2, and 3 Add your address in the "RETURN TO" space on reverse	
1. The following service is requested (check one): <input checked="" type="checkbox"/> Show to whom and date delivered. <input type="checkbox"/> Show to whom, date, and address of delivery. <input type="checkbox"/> RESTRICTED DELIVERY <input type="checkbox"/> Show to whom and date delivered. <input type="checkbox"/> RESTRICTED DELIVERY <input type="checkbox"/> Show to whom, date, and address of delivery. <input type="checkbox"/> Show to whom and date delivered. <input type="checkbox"/> RESTRICTED DELIVERY <input type="checkbox"/> Show to whom, date, and address of delivery. \$ (CONSULT POSTMASTER FOR FEES)	
2. ARTICLE ADDRESSED TO: Wayne Barclay, Barclay's Serv. S/B, 1022 S. Glenstone Springfield, MO 65804	
3. ARTICLE DESCRIPTION: REGISTERED NO. CERTIFIED NO. INSURED NO. Pay 9037030	
(Always obtain signature of addressee or agent)	
I have received the article described above: <input type="checkbox"/> Addressee <input type="checkbox"/> Authorized agent SIGNATURE <i>W. Barclay</i>	
4	DATE OF DELIVERY <i>AUG 13 1981</i>
5. ADDRESS (Complete only if requested)	
6. UNABLE TO DELIVER BECAUSE: CLERK'S INITIALS	



Date	Day Crew	Time Flushed/day	Total hourly Rates	Total Burden Rates
6-2	Boyce, Hilburn, Thompson	2	20.47	2x 26.61
6-3	Boyce, Brunner, Thompson	2	21.30	2x 27.69
6-4	Boyce, Thompson	2	14.33	2x 18.63
6-8	Boyce, Thompson	1	14.33	18.63
6-9	Boyce, Thompson	1	14.33	18.63
6-10	Boyce Thompson	1	14.33	18.63
6-11	Boyce, Thompson, Hilburn	2	20.47	2x 26.61
6-15	Boyce, Thompson	1	14.33	18.63
6-16	Boyce, Thompson	1	14.33	18.63

$$7 \times 18.63 = 130.41$$

$$4 \times 26.61 = 106.44$$

$$2 \times 27.69 = 55.38$$

$$\text{Total Labor for Day Shift} = 292.23$$



# Night Shifts

@ 1.3 (Burden Rate)

Labor Rates  
↓

Date	Miles	Vehicle	Shift	
6-1	8.	T3-48	4-12	14.15
6-2	8.	"	4-12	14.15
6-3	8.	"	4-12	14.15
6-4	8.	"	12-8	14.94
6-4	8.	"	4-12	14.15
6-5	8.	"	4-12	14.15
6-5	8.	"	4-12	14.15
6-6	8.	"	Sat 12-8	14.94
6-7	8.	"	Sun.	14.52
6-7	8.	"	12-8	14.94
6-8	8.	"	12-8	14.94
6-8	8.	"	4-12	14.15
6-9	8.	"	12-8	14.94
6-9	8.	"	4-12	14.15
6-10	8.	"	12-8	14.94
6-10	8.	"	4-12	14.15
6-11	8.	"	12-8	14.94
6-11	8.	"	4-12	14.15
6-12	8.	"	4-12	14.15
<del>6-12</del>	<del>8</del>	<del>"</del>		
6-13	8.	"	12-8	14.94
6-14	8.	"	12-8	14.94
6-15	8.	"	12-8	14.94
* 6-8	8.	"	Sun	14.52

184 miles

@ 16/mile

29.44

Total Labor 37  
\$1110.37

~~202.40~~

202.40

194.20

37.26

Total Labor for Night Shifts 434.36



Total \$383.78

Figures in Red  
are burden Rates

1022  
Barclays - ~~1022~~ S. Glenstone

Thursday May 28, 1981

Vehicle P2-22 4 miles

5:15 Paged - Steve Short - overtime

\$13.34

Flusher Crew Omar Boyce

X

Ernest Lettman

17.34

$8.89 \times 1.5 = 13.34$

T3-48

May 29 30 31 ?

~~Steve Short~~

Flushed Line

Monday June 1, 1981

checked L.E.L. A.M. 10:00 - 10:30

Gene .50 hrs.

\$5.33 6.93

J.D. .50 hrs.

4.23 5.50

Vehicles

P2-24 .50 hrs.

Gene .50 hrs.

3:00 P.M. - 3:30

5.33 6.93

J.D. .50 hrs.

4.23 5.50

P2-24 .50 hrs.

Tuesday June 2

A.M. Gene .50 hrs.

5.33 6.93

J.D. .50 hrs.

4.23 5.50

P2-24 .50 hrs.

Flusher Crew T3-48

Omer

P.M. Gene .50 hrs.

5.33 6.93

J.D. .50 hrs.

4.23 5.50

P2-24 .50 hrs.

Flusher Crew T3-48

Omer

Page  
Total 67.06



Wed. June 3.

A.M. Flasher Crew T3-48

Ommer

P.M. June ,50

\$ 5.33 6.93

J.O. ,50

4.23 5.50

P2-24 ,50

Flasher Crew T3-48

Ommer -

-

-



Night Crew Flasher Truck T3-48

Approx. 10:00 P.M.

-

-

-

Thurs. June 4

Night Crew Flasher Truck T3-48

Approx 3:00 A.M.

-

-

-

A.M. June ,50

\$ 5.33 6.93

J.O. ,50

4.23 5.50

P2-24 ,50

Flasher Crew -

Ommer

-

-

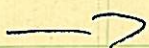
P.M. Flasher Crew

Ommer

-

-

~~Post Total~~ 24.86



Night Crew - 10:00 P.M.

~~Night Crew~~

~~5:00 - 6:00 P.M.~~



Friday June 5

Approx. 3:00 AM. Night Flusher Crew

Flight Times day  
over weekend.

Friday June 5

	Gene	4.0 hrs.	Overtime	$(10.66 \times 4)$	\$ 42.64
6:30 P.M.	Gene	4.0 hrs.	Overtime ( $\times 1.5$ )		53.34
			<u><math>8.89 \times 4 \times 1.5 =</math></u>		

Flusher Crew. 6:30 P.M.

6:00 & 9:00 P.M.	55.43
	69.34

Page  
Total  
124.97



Sat. June 6

Sen. June 7



Monday June 8

Gene .50 hr.  
J.D. .50  
P2-24 .50  
Flusher Crew. T3-48  
Omer  
—  
—

\$ 5.33 6.93  
4.23 5.50

8:00 P.M.

Night Flusher Crew. — T3-48

Tuesday June 9

3:00 A.M. Flusher Crew. T3-48  
—  
—

9:15 A.M.

Gene ~~30~~.50  
J.D. .50  
P2-24 .50

\$ 5.33 6.93  
4.23 5.50

P.M. Gene .50  
J.D. .50  
P2-24 .50

5.33 6.93  
4.23 5.50

~~Flusher~~ Flusher Crew T3-48  
R Omer  
—  
—

Total 39.29

8:30 P.M. Night Crew Flushed Approx 10:00 P.M.  
T3-48  
—  
—



Wed., June 10

Approx 3:00 A.M. Flushed Line  
T3-48

P.M. Dine .50  
J.D. .50  
P2-24 .50

\$ 5.33 6.93  
4.23 5.50

P.M. Flusher Crew T3-48  
Omen

Night Flusher Crew T3-48

Thurs. June 11

Approx. 3:00 A.M. Flushed Line  
T3-48

A.M. J.D. .50  
P2-24 .50

4.23 5.50

P.M. Flusher Crew - T3-48  
Omen

? Night Crew

Total  
17.93



flushed 3 was a day all weekend.

Friday June 12

Sat. June 13

Sun. June 14.



Monday June 15

A.M. Gene .50  
J.D. .50  
P2-24 .50

\$ 5.33 6.93  
4.23 5.50

P.M. Gene .50  
J.D. .50  
P2-24 .50

\$ 5.33 6.93  
4.23 5.50

P.M. Flusher Crew T3-48

Omer

→ Night Crew Flushed?

Page 10 Total 62.15

Tuesday June 16

→ Night Crew Flushed?

Flusher Crew A.M.

A.M. Gene .50  
J.D. .50  
P2-24 .50

\$ 5.33 6.93  
4.23 5.50

P.M. Gene .50  
J.D. .50  
P2-24 .50

5.33 6.93  
4.23 5.50

P.M. Gene .50  
J.D. .50  
P2-24 .50

5.33 6.93  
4.23 5.50



Wed. June 17

A.M. Gene .50

P2-24 .50

P.M. J.D. .50

P2-24 .50

\$ 5.33 6.93

4.23 5.50

Thursday June 18

A.M. Gene .50

J.D. .50

P2-24 .50

\$ 5.33 6.93

4.23 5.50

Monday June 22

A.M. Gene .50

J.D. .50

P2-24 .50

\$ 5.33 6.93

4.23 5.50

~~Wed~~  
Tuesday June 23

A.M. Gene .50

J.D. .50

P2-24 .50

\$ 5.33 6.93

4.23 5.50

Wed. June 24

A.M. Gene

J.D.

P2-24

Total  
49.72



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_ FILE \_\_\_\_\_

DATE \_\_\_\_\_ June 1, 1981 \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Re: Gasoline Spill at Barclay's Skelly Service.


This office received a pager call at 5:15 p.m., 5/28/81, concerning gasoline in the sanitary sewer at 1146 S. Glenstone. Fire Marshall Dancy had recorded 100% of LEL in the back storage room of Royal Sirloin, 1146 S. Glenstone. The vapors were coming from an open clean out, which Fire Marshall Dancy had filled with rags and covered with tape and cardboard. The manholes from Meadowmere to Grand were checked for combustible gas before each section was flushed. The highest readings (100% of LEL) were observed near Barclay's Skelly at 1022 S. Glenstone. Barclay's is the only gasoline station tributary to the sewer line in question. Mr. Barclay was contacted to determine if he was experiencing any product loss. During the site investigation, a leak in the unleaded piping system was discovered. Mr. Barclay closed the station and started repair work the next morning.

This office requested the night supervisor flush the sewer lines from R-13 M.H. 33 north and south. We later discovered the flusher was on the dead line.

*May 30*  
On ~~June 1~~, the first manhole downstream of Barclay's had 100% of LEL. Mr. Barclay stated his loss between 500 - 3000 gallons.

SDS:js

SIGNED \_\_\_\_\_

  
Stephen D. Short  
Water Pollution Control Inspector II  
Surveillance & Enforcement



PAGE 1

CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_ FILE \_\_\_\_\_

DATE June 24, 1981 \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Re: Gasoline Spill at Barclay's Skelly Service Station, 1022 S. Glenstone

Monday, June 1, 1981

At Approximately 9:00 A.M., J. D. Slaughter and myself checked the explosion level of the gasoline in the sewer at M.H. #33, wye map R-13. It was found to be 100% LEL. At this time we proceeded to check the gasoline in M.H. #34, wye map R-13 and found the manhole to be completely covered over with asphalt. At this point we proceeded to dig out the manhole. The Fire Department was contacted to see if they could bring out a load of water to flush the line, since the Sewer Maintenance flusher truck was broke down. At 11:00 A.M. 600 gallons of water was dumped into M.H. #34. Again the explosion level was checked in M.H. #33 and found to be zero (0).

At 2:15 P.M., J. D. and I checked the explosion level in M.H. #33 and found it to be 100%. Again the Fire Department was contacted to flush the sewer line. This time approximately 1000 gallons of water was dumped down M.H. #34. Again the explosion level was checked in M.H. #33 and found to be zero (0).

Arrangements were made with the Fire Department to again dump approximately 1000 gallons of water down M.H. #34 at 10:00 P.M. to bring the explosion level down at that time.

Tuesday, June 2, 1981

J. D. and I checked M.H. #33 at approximately 8:30 A.M. and found the explosion level to be 100% LEL. At this time we contacted unit #551 (Sewer Maintenance flusher truck) to have him flush the sewer line.

At 2:30 P.M. we again checked the explosion level in M.H. #33 and found it to be 100%. The flusher truck was again called to flush the sewer line. At this time the sewer line became plugged above M.H. #32. Since it was getting close to 5:30 P.M. the sewer line was left clogged up until Wednesday, June 3, 1981.

Wednesday, June 3, 1981

J. D. and I arrived at M.H. #32 at approximately 8:00 A.M. and found the flusher crew already working trying to get the sewer line flowing again. At this time the sewer line in Glenstone was flushed from the point of beginning of the line (just south of Grand St.) to Meadowmere Street where it enters the main.

At 2:00 P.M. J. D. and I checked the following manholes in Glenstone for gasoline:

M.H. #29	Wye Map R-13	30% LEL
M.H. #30	Wye Map R-13	0
M.H. #31	Wye Map R-13	0
M.H. #32	Wye Map R-13	0
M.H. #33	Wye Map R-13	100% LEL

Again Unit #551 was called to flush the sewer line to lower the explosion level.

Arrangements were made with the Service Center to have the sewer line in front of Barclay's Service Station flushed during the night. The line was flushed at approximately 10:00 P.M.

SIGNED \_\_\_\_\_



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

PAGE 2

ATTENTION OF \_\_\_\_\_

DATE \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Thursday, June 4, 1981

Again the night crew flushed the sewer line in front of Barclay's Service Station at approximately 3:00 A.M.

J. D. and I checked the explosion level in M.H. #33 at 8:45 A.M. and found it to be 100% LEL. Arrangements were made with Unit #551 to flush that section of sewer line that morning and then again in the middle of the afternoon. The night crew again flushed the line at 10:00 P.M.

Friday, June 5, 1981

At approximately 4:00 P.M., Steve Short of this office received a call from the Fire Department stating the Reed's Bookkeeping Service, 1036 S. Glenstone, had a gasoline smell in their building. Steve checked M.H. #33 and found the explosion level to be 100% LEL. Steve called the Service Center to have the sewer line flushed. Also, he contacted me to come over and talk to Mr. Barclay. At this time I contacted Mr. Barclay and suggested that he start putting water down the opening in the concrete below his gasoline dispenser. Mr. Barclay said that he would run a garden hose out to the island and let water run in slowly. Also, he stated that he would put some detergent in with the water to help flush the gasoline out from under the concrete.

The night crew flushed the line again at 9:00 P.M..

Saturday, June 6, 1981

12:00 A.M. to 8:00 A.M. - crew flushed line once.

Sunday, June 7, 1981

The line was flushed by the day crew and the 12:00 A.M. - 8:00 A.M. crew.

Monday, June 8, 1981

M. H. #33 was checked at 8:30 A.M. by J. D. and myself and found the explosion level to be 100% LEL. Unit #551 was not able to flush the line until afternoon. The Service Center again flushed the line at approximately 8:00 P.M.

Tuesday, June 9, 1981

The night crew flushed the sewer line in front of Barclay's at approximately 3:00 A.M.

The explosion level was checked at 9:15 A.M. by J.D. and I. It was found to be 99% LEL. Unit #551 could not flush the line because their truck was broken down. At 2:30 P.M. J. D. and I again checked the explosion level and found it to be 100%. Unit #551 was contacted to flush the line.

The night crew flushed the line at approximately 8:30 P.M. in the evening.

Wednesday, June 10, 1981

The night crew flushed the sewer line at approximately 3:00 A.M.

J. D. and I checked the explosion level at 1:30 P.M. and found it to be 100%. Unit #551 flushed the line at 3:15 P.M.

The night crew then flushed the line at approximately 10:00 P.M.

SIGNED \_\_\_\_\_



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_

DATE \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Thursday, June 11, 1981

The night crew flushed the line at 3:00 A.M.

J. D. checked the explosion level at 10:45 A.M. and found it to be 100% LEL.

Unit #551 flushed the line at 1:00 P.M.

The 4:00 P.M.-midnight crew flushed the line at approximately 10:00 P.M.

Friday, June 12, 1981

4:00 P.M. - Midnight crew flushed line.

Saturday, June 13, 1981

12:00 - 8:00 A.M. crew flushed line.

Sunday, June 14, 1981

12:00 - 8:00 A.M. crew flushed line.

Monday, June 15, 1981

The 12:00 - 8:00 A.M. shift flushed line at approximately 3:00 A.M.

The explosion level was checked at 10:00 A.M. by J. D. and myself. It was found to be 80% LEL. The explosion level was again checked at 2:30 P.M. and found to be 100% LEL. The line was flushed by Unit #551.

Tuesday, June 16, 1981

At 8:30 A.M. the explosion level was found to be 100% LEL. Unit #551 was contacted to flush the sewer line. At 2:15 P.M. the explosion level was again checked and found to be 100% LEL. At that time a different manhole cover (one with several holes in it) was put on M.H. #33, wye map R-13, to allow for more ventilation in the sewer. At 3:45 P.M. the explosion level was checked and found to be 35% LEL. At this time all flushing of the line was cancelled.

Wednesday, June 17, 1981

I checked the explosion level at 8:45 A.M. and found it to be 40%.

J. D. checked the line at 2:30 P.M. and found the explosion level to be 55% LEL.

Thursday, June 18, 1981

J. D. and I checked the line and found it to be 30% LEL.

Friday, June 19, 1981Saturday, June 20, 1981Sunday, June 21, 1981

The explosion level was not checked over the weekend.

Monday, June 22, 1981

J. D. and I checked the explosion level in the sewer and found it to be 35% LEL.

SIGNED \_\_\_\_\_

CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_

DATE \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

Tuesday, June 23, 1981


J. D. and I checked the explosion level and found it to be 25% LEL.

Wednesday, June 24, 1981

The explosion level was checked and found to be 20%.

Apparently the problem with the gasoline is over. We will continue to monitor the explosion level in the sewer line in front of Barclay's Service Station periodically to make sure the problem does not return.

SIGNED \_\_\_\_\_ Gene Pabst

1022  Plimstone



COSTS FOR GASOLINE SPILL

Re: Barclay's Service Station  
1022 S. Glenstone

LABOR

Surveillance & Enforcement	\$ 383.78
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Sewer Maintenance	<u>292.23</u>
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1022 S. Glenstone